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# RESEDA-WEST VAN NUYS DISTRICT PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES



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# RESEDA-WEST VAN NUYS DISTRICT PLAN

THE RESEDA-WEST VAN NUYS DISTRICT PLAN IS A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES. IT CONSISTS OF THIS TEXT AND THE ACCOMPANYING MAP



## PURPOSES

### USE OF THE PLAN

The purpose of the Plan is to provide an official guide to the future development of the district for the use of the City Planning Commission, the City Council and the Mayor; other concerned governmental agencies; residents, property owners and businessmen of the district, and private organizations concerned with planning and civic betterment. For the Planning Commission, the Council and the Mayor, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the district within the larger framework of the City; guide the development, betterment, and change of the district to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations, configurations, and intensities of various land uses, and circulation and service systems facilities. Development may vary slightly from the Plan provided the total area of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered. Development should not be allowed which is not consistent with the intent and purpose of the Plan.

The Plan map is **not** an official **zone map** and as a guide does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles Municipal Code, subject to various requirements set forth therein, including consideration of their relation to and effect upon the General Plan. Inasmuch as the Plan shows land uses projected as much as twenty years in the future, it designates more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to review and amendment, in the manner prescribed by law to reflect changes in circumstances.

### OBJECTIVES OF THE PLAN

1. To coordinate the development of the Reseda-West Van Nuys District with that of other parts of the City of Los Angeles.

2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 2005.
3. To encourage the preservation and maintenance of the existing single-family residential character of the Reseda-West Van Nuys District.
4. To designate a supply of residential land adequate to provide housing of types and densities appropriate to needs, desires and financial ability of residents, maximizing the opportunity for individual choice within the constraints imposed by land availability, land and development costs, and population growth.
5. To promote economic health and public convenience through:
  - a. designating commercial land sufficient to meet future needs, and promoting well-designed, conveniently located retail and service facilities with adequate landscaped off-street parking, proper sign controls, good access and traffic circulation patterns to encourage a proper balance between commercial uses and population densities;
  - b. promoting the orderly development and enhancement of the Reseda Business District;
  - c. designating land for industrial development that can be so used without detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose;
  - d. providing for industrial growth and development particularly on land adjacent to the Van Nuys Airport.
6. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.
7. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.
8. To promote the continued use of Van Nuys Airport as a hub of general aviation activities in the Southern California area.
9. To improve the aesthetic environment of the district by encouraging the establishment of appropriate development criteria.



## POLICIES

The Reseda-West Van Nuys District Plan has been designed to accommodate the anticipated growth in population and employment of the district to the year 2005. The Plan does not seek to promote nor hinder growth; rather it accepts the likelihood that growth will take place for which provision must be made.

This plan is designed within the framework of the Concept for the City of Los Angeles General Plan. The Concept stresses the preservation of open space and low density single-family residential areas, and the development of Centers containing concentrations of commercial and residential development tied together by the highway and freeway system and a rapid transit network. It is proposed that rapid transit eventually serve Reseda.

To preserve the low density residential character of the area, and to bolster commercial enterprises new multiple residential and commercial growth should be promoted near the Reseda Business District and discouraged elsewhere.

## LAND USE

### Commerce

Standards and Criteria:

The commercial lands designated by this Plan to serve suburban residential areas are adequate in quantity to meet the needs of the projected population to the year 2005, as computed by the following standards:

- a. 1.7 acres per 1,000 residents for commercial and related parking uses for neighborhood or convenience type commercial areas; sites to have areas of 2 to 10 acres.
- b. 0.7 acres per 1,000 residents for commercial and related parking uses for community shopping and business districts including service uses and specialized commercial uses, sites to have areas of 10 to 30 acres.

Commercial structures should be limited to six stories or 75 feet in height to insure maximum compatibility with adjoining residential uses, except near the intersection of Reseda Boulevard and Sherman Way where the limit is 10 stories or 100 feet in height.

The environment of the Reseda Business District should satisfy the physical and psychological needs of employees, shoppers, and visitors. Future development should be guided by special standards and criteria. Where determined by economic, visual and traffic analyses highway oriented commercial areas should be deepened to enhance efficiency, utility and appearance. Where such areas are not needed they should be redesignated for other uses.

In general, off-street parking should be provided at a ratio of not less than 3 square feet for each square foot of commercial floor area for each community, and neighborhood shopping area and at a ratio of not less than 2 square feet for each square foot of floor area for all other commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer, and shall be separated from residential uses by means of a solid wall and/or landscaped setback.

Features:

The 1983 supply of neighborhood shopping centers is more than adequate to serve the future needs of the community. These facilities are located to provide retail services convenient to residents.

The Plan provides approximately 380 acres of commercial and related parking uses. Additional off-street parking is shown for development fronting on Reseda Boulevard.

The Reseda Business District should continue to meet needs of the district's residents. Two major factors are suggested to bolster the competitive position of this area: high medium and medium density apartments, specialization of commercial services, and increasing the height limit to 10 stories or 100 feet in the central area.

These activities are proposed to occur as soon as practical. When rapid transit comes, it should serve to enhance the competitive position of the Business District. Development controls will be necessary in the area to guarantee proper land use arrangements.

In the Business District much of the land shown as community commercial served district retail needs in 1983, particularly that portion along Sherman Way between Wilbur and Lindley Avenues. It should continue to do so. Here the Plan foresees an intensification of facilities, in some instances, onto land presently used for parking. Also envisioned are improved traffic circulation, better designed parking areas and improvement of access to stores from parking areas.

Important to the competitive stability of this area is a concerted effort on the part of merchants to attract and foster those businesses which will best serve the district's needs.

### Housing

Standards and Criteria:

Property in residential zones permitting densities other than those designated on the Plan shall be reclassified to more appropriate zones.

The residential densities proposed by the Plan are predicated upon the full development of the designated major and secondary highways. No increase in density shall be effected by zone change unless it is determined that the local streets and major and secondary highways serving, and in the area of, the property involved are adequate to serve the traffic generated.

Apartments should be provided with adequate open space and usable recreation area. In housing for the elderly, provisions should be made for passive recreation, and other special features such as ramps in addition to stairs, etc.

In single-family residential areas local street patterns designed to discourage through traffic should be encouraged wherever practical.

Features:

It is the intent of the Plan to maintain the image of the Reseda-West Van Nuys District as a desirable residential area, preserving as much single-family housing as possible. The bulk of the District will remain designated for low density residential use.

Medium density residential apartments are proposed near the Business District. Multiple residential housing in proximity to commercial development will permit easy access for residents to needed services. Many of these services will be within walking distance. The larger residential structures are proposed close to Reseda Boulevard.



Multiple-family housing elsewhere will exist primarily as low medium density garden apartments and townhouses. Landscaping and buffers will protect single-family residences.

The district is expected to have approximately 94,000 residents by 2005, an increase of 4,000 from the 1980 population of 90,000 persons. The Plan provides a residential capacity for about 123,250 persons, approximately 30% in excess of the projected 2005 population. Provision should be made to meet the needs of moderate and low-income families for standard housing.

The residential uses have been divided into the following categories and proportions:

Residential Categories	Dwelling Units Per Gross Acre*	Persons Per Gross Acre	Gross* Acres
Very Low Density	1+ to 3	4 - 12	200
Low Density	3+ to 7	16 - 20	4,470
Low Medium I Density	7+ to 12	20 - 32	110
Low Medium II Density	12+ to 24	32 - 75	400
Medium Density	24+ to 40	50 - 100	220
High Medium Density	40+ to 60	80 - 120	50
			5,450

	Percent of Residential Land	Population Capacity	Percent of Pop. Capacity
Very Low Density	4	1,200	1
Low Density	83	77,600	64
Low Medium I Density	2	3,230	2
Low Medium II Density	7	20,840	17
Medium Density	3	16,080	12
High Medium Density	1	4,300	4
	100	123,250	100

\*Gross acreage includes streets

## Industry

Standards and Criteria:

Industrial lands are allocated on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

Site plans for new industrial development should be approved giving particular attention to landscaping, buffer strips, off-street parking, and other site design matters.

Off-street parking may be located at the peripheries of industrial sites to serve as buffers, and should be separated from adjacent non-industrial uses by walls, and/or landscaping or similar treatment.

Features:

The Plan designates 650 acres of land for industrial uses. Most of the acreage is concentrated in proximity to the Van Nuys Airport.

Industrial acreage shown on the Plan should be protected from intrusion by non-industrial uses.

The Plan encourages continued development of research and development type industries which do not generate excessive noise, dust, and fumes and are compatible with the low density, residential character of the West San Fernando Valley.

## CIRCULATION

### Highways

Standards and Criteria:

Highways, freeways, collector and local streets shall be developed in accordance with the Highways and Freeways Element of the General Plan, and the approved Standard Street Dimensions.

Streets, highways, freeways and the rapid transit right-of-way when developed, should be designed and improved to be compatible with adjacent development. Adequate highway improvements shall be assured prior to approval of zone changes permitting intensification of land use in order to avoid congestion and assure proper development.

Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. The Plan also features a system of collector streets to assist traffic flow toward and from major and secondary highways.

### TRANSIT

Study the development of a transit link from Reseda Central Business District to nearest mass transit center.

## SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with citywide standards for site, area, design, and location, as expressed in the various Service Systems elements of the General Plan. Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.

Three standard types of recreation sites are proposed as follows:

*Neighborhood* - A minimum of 1 acre per 1,000 persons served, with a minimum site size of 5 acres. These sites should be designated at 1 mile intervals in residential neighborhoods. They will provide active recreational facilities for younger children as well as passive recreational facilities.

*Community Parks* - A minimum of 1 acre per 1,000 persons served, with a minimum site size of 15 acres. These sites should be located at 3 mile intervals, and may serve several neighborhoods. Such a park is designated to serve residents of all ages with a much wider interest range than do neighborhood parks.

*Regional* - These facilities provide specialized recreational activities such as golf courses, tennis courts, campgrounds and museums which normally serve persons living throughout the City.

Zone changes permitting the intensification of land use should not be approved prior to development of adequate public service facilities. In both neighborhood and community recreation sites provisions should be made for the passive recreational activities of the elderly.

Features:

### Recreation -

The Plan proposes nine new neighborhood and one additional community recreation site.

In addition, the Plan proposes utilization of flood control channels and power line rights-of-way for recreational or open space



purposes. The Plan map indicates a linear park and open space corridor as a connecting link between Cleveland High School, Reseda Park and the Sepulveda Recreation Basin. This might be an excellent location for a bicycle trail. Equestrian trails should be developed along flood control channels where feasible.

The Sepulveda Dam Recreational Area (a regional facility), a portion of which is within the Plan area, provides an additional 2,000 acres of recreation and park land readily accessible to residents.

#### **Schools -**

The Public Schools element of the General Plan indicates that three high schools, two junior high schools and 14 elementary schools are adequate to serve general community needs.

The Plan proposes a dual use of school sites for recreational purposes by opening the recreation areas of schools to the public after hours and on weekends.

#### **Van Nuys Airport -**

The Plan proposes the continued use of Van Nuys Airport as a hub of general aviation activities in the Southern California area. General aviation activities include both private flying and corporate aircraft use of the field.

By policy, the Airport is limited to commercial aviation in the form of third level carriers and air taxi operators in the less than 12,500 pound category as defined by FAA Air Regulations. An airport hotel is located on the 5-acre site on the corner of Sherman Way and Valjean Avenue.

All development in connection with the Van Nuys Airport should be accomplished under conditional use procedures.

#### **West Valley Administrative Center -**

The West Valley Administrative Center occupies the westerly half of a 20 acre site on Vanowen Street between Vanalden Avenue and Wilbur Avenue. Facilities in this City-owned property include the West Valley Municipal Building, the West Valley Regional Branch Library, and the West Valley Division Police Station. Adequate parking facilities are available, with more than 420 spaces in two separate lots. All of these facilities might be expanded to accommodate increasing demands for governmental services in the area.

#### **Other -**

The plan proposes retention of the three existing fire stations in the District. No additional stations are proposed in the Plan area.

A Cultural Arts Center is proposed in the Sepulveda Recreation area near Balboa Boulevard and Victory Boulevard.

A theatre for the performing arts with normal accessory uses is recommended within the plan area.

### **PROGRAMS**

These programs establish a framework for guiding development of the Reseda-West Van Nuys District in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

### **PUBLIC IMPROVEMENTS**

#### **Circulation**

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following should continue or be initiated:

- a. Development of the highway and street system in conformance with the City's Five-Year Capital Program.
- b. Planning and development of the public transportation

system for the District by the Southern California Rapid Transit District, Los Angeles County Transportation Commission and other concerned agencies.

- c. Studies to determine improvement of traffic circulation throughout the Central Business District particularly along Sherman Way.

#### **Recreation and Parks**

Park improvements should be continued in order to provide for needed recreation facilities. Also, a concerted program should be established for the multi-purpose use of open space along freeways and on public properties of other public agencies where feasible. Priority should be given to:

- a. Development of recreational facilities in the Sepulveda Dam Recreational Areas.
- b. Establishing a system of combined school playground facilities and neighborhood parks.
- c. Acceleration of the expansion and improvement of needed parks throughout the District.
- d. Use of flood control channels and power line rights-of-way for recreational purposes.

#### **Other Public Facilities**

The development of other public facilities such as fire stations, libraries, and schools should be sequenced and timed to provide a balance between land use and public services at all times.

### **PRIVATE PARTICIPATION**

#### **Reseda Business District**

The Mayor's office of Economic Development, the Reseda Chamber of Commerce and the Reseda Revitalization Corporation (a non-profit citizens group) set forth the following goals and are continuing to work toward their implementation:

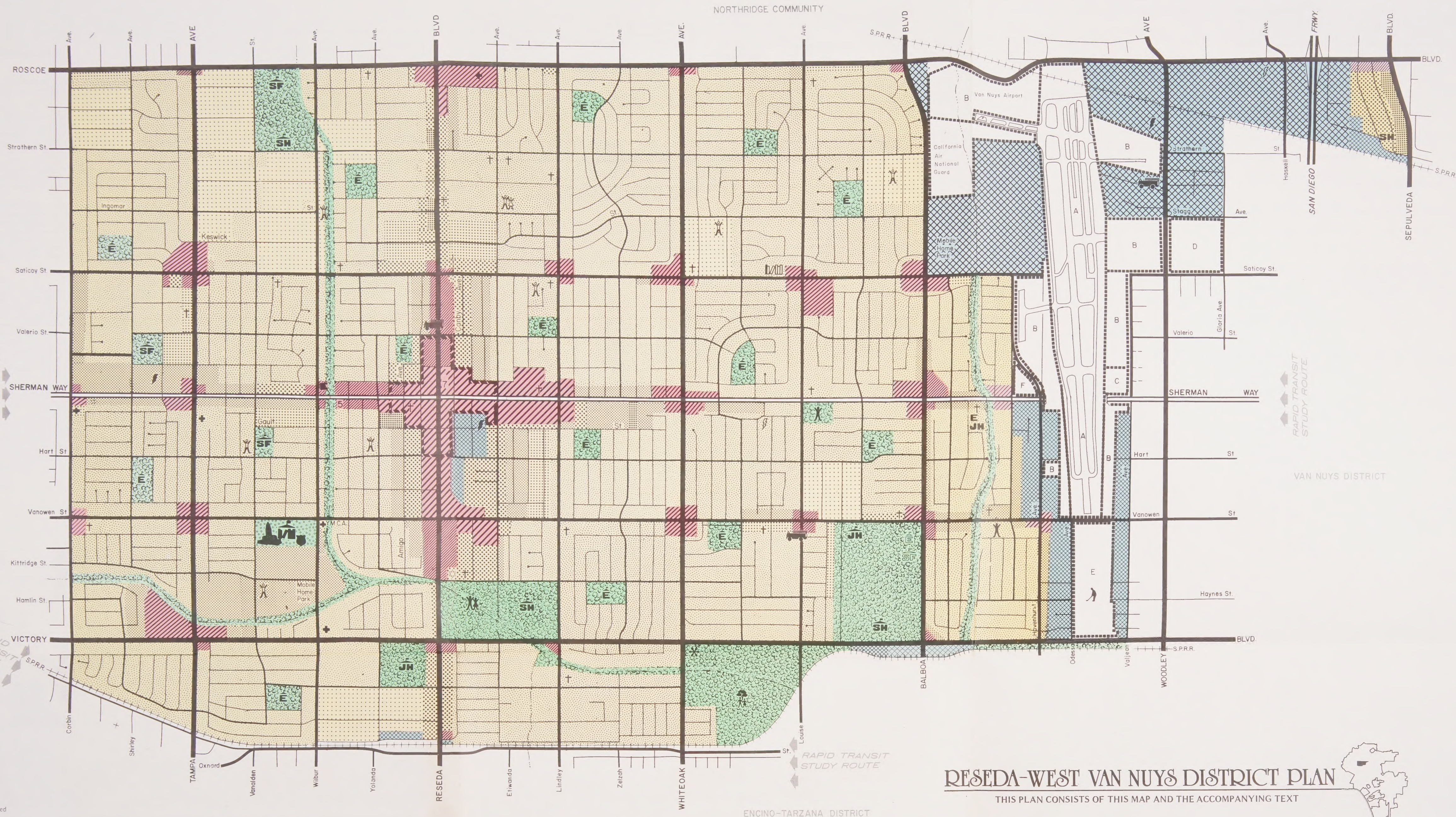
1. Stimulate new development.
2. Create a healthy climate for growth and development.
3. Replace aging and fully depreciated buildings and rehabilitate serviceable commercial space.
4. Attract new businesses and chain stores to Reseda as well as additional specialty stores.
5. Increase affordable office space.
6. Maintain ample ratio of parking to usable commercial space.
7. Encourage possible mixed use; that is retail with office or residential on upper floors.

It is the purpose of this plan to allow proper zoning considerations for this desired growth.

#### **West Van Nuys Industrial Area**

Actions are encouraged to promote an attractive yet functional environment within the industrial areas surrounding the Van Nuys Airport. In particular, loss of acreage from within this area to non-industrial uses or uses not related directly to industrial uses should be prevented.





## RESEDA-WEST VAN NUYS DISTRICT PLAN

THIS PLAN CONSISTS OF THIS MAP AND THE ACCOMPANYING TEXT



text continued

### FUTURE STUDIES

In order to promote the revitalization and redevelopment of the Reseda Commercial Center, the District Plan authorizes the development of a Specific Plan. The following policies are hereby established to guide the development of the Specific Plan.

#### Boundaries:

The Plan area shall include all properties designated for commercial development on the District Plan and adjacent properties designated for industrial and medium residential development generally along Sherman Way between Wilbur and Lindley Avenues and along Reseda Boulevard between Kittridge and Saticoy Streets.

#### Aesthetics and Design:

In order to improve the visual environment of the Reseda-Central Business District, the following measures shall be considered for inclusion in the Plan:

- modification of building facades by sign removal and use of recommended colors to achieve a unified background of buildings.
- design review
- landscaping requirements, setbacks and buffering between commercial and residential uses.
- development should be oriented toward Reseda Boulevard and Sherman Way frontages.

#### Revitalization:

To encourage the introduction of new business into the business district, especially office development, the following programs shall be considered:

- language to encourage consolidation of parcels.
- encourage land use proposals that support implementation of the centers concept.
- explore all grant and loan programs for which Reseda might qualify.
- encourage financial institutions, foundations and corporations to invest with developers and to leverage money in a partnership with a non-profit organization such as the Reseda Revitalization Corporation.
- public investment in street and sidewalk modifications and in street furniture, signs and in new planting.
- continue to advocate that a new civil court house be located in the business district as a catalyst for further development.

### CODE COMPLIANCE

Consider amending the Code Compliance Program administered by the Department of Building and Safety to include portions of this local area. A code enforcement program should be established in deteriorated areas where needed.

### LEGISLATIVE PROVISIONS

The Municipal Code and other legislation are continually being reviewed and amended. The following studies, possibly leading to amendments, are suggested to aid in the implementation of this Plan. Many of the items below are currently under study and may be developed in the future.

**Townhouse Zoning** - Develop a special zone providing for attached single-family housing suitable for use in low-medium density residential areas.

**Design** - Make provision for improved site design standards, through either legislation of design standards or the requirement of site plan review. Included should be provisions for sound-proofing and recreation space in apartment developments and where practical service or frontage roads.

**Signs** - Strengthen billboard and commercial sign controls.

**Buffer Strip Zoning** - Separate incompatible uses from one another (particularly residential from commercial, industrial and freeways) by some form of buffering, preferably by an open space which could also provide recreational uses.

**Highway-Oriented Commercial Zoning** - Develop a new zone which will insure off-street parking facilities and/or drive-through capabilities, for certain commercial activities on major and secondary highways where it will not impede traffic flow.

**Incentive Zoning Concepts** - Provide incentives for private developers to encourage the achievement of planning objectives surpassing minimum requirements.

**Industrial Parks** - Develop special regulations and requirements for industrial developments including requirements for landscaped setbacks.

**Public Schools** - Develop a new zone for educational purposes that ensures school sites be used for educational and/or recreational uses.

### ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

- It is the intent of the City to initiate redesignation to zones appropriate to the Plan.
- Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for commercial and multiple residential zone changes in areas proposed by the Plan, as need arises, to be phased so the density of development will be kept in balance with the availability of street capacity and service systems.

### LAND USE

#### HOUSING

##### DENSITY

##### VERY LOW

##### LOW

##### LOW-MEDIUM I

##### LOW-MEDIUM II

##### MEDIUM

##### HIGH MEDIUM

#### COMMERCIAL/PARKING

##### LIMITED<sup>5</sup>

##### HIGHWAY ORIENTED<sup>2,5</sup>

##### NEIGHBORHOOD & OFFICE<sup>5</sup>

##### COMMUNITY<sup>5</sup>

#### INDUSTRY/PARKING

##### COMMERCIAL MANUFACTURING

##### LIMITED

##### LIGHT

#### PUBLIC AND QUASI-PUBLIC LAND

##### RECREATION & SCHOOL SITES

##### OTHER PUBLIC LAND

#### DWELLING UNITS PER GROSS ACRES

##### 1-4 TO 3

##### 3-4 TO 7

##### 7-4 TO 12

##### 12-4 TO 24

##### 24-4 TO 40

##### 40-4 TO 60

#### CORRESPONDING ZONES

##### RE20, RA, RE16, RE11

##### RE9, RS, RI, RD6<sup>4</sup>

##### RD5, RD4, RD3, R2

##### RD2, RD1, S

##### R3

##### R4

#### SINGLE FAMILY HOUSING

##### TOTAL ACRES

##### % OF TOTAL AREA

##### DWELLING UNIT CAPACITY

##### POPULATION CAPACITY

#### MULTIPLE FAMILY HOUSING

##### TOTAL ACRES

##### % OF TOTAL AREA

##### DWELLING UNIT CAPACITY

##### POPULATION CAPACITY

#### TOTAL HOUSING

##### TOTAL ACRES

##### % OF TOTAL AREA

##### DWELLING UNIT CAPACITY

##### POPULATION CAPACITY

#### TOTAL COMMERCIAL

##### TOTAL ACRES

##### % OF TOTAL AREA

#### TOTAL INDUSTRIAL

##### TOTAL ACRES

##### % OF TOTAL AREA

#### TOTAL PUBLIC LAND

##### TOTAL ACRES

##### % OF TOTAL AREA

#### TOTAL ACRES OF DISTRICT

##### 8,100

FEET  
0 1000 2000 3000 4000 5000



### SERVICE SYSTEMS

#### ADMINISTRATIVE CENTER

##### BRANCH

#### FIRE PROTECTION

##### FIRE STATION

#### LIBRARY

##### COMMUNITY

##### REGIONAL

#### POLICE

##### POLICE STATION

#### POWER SYSTEM

##### DISTRIBUTION STATION

#### RECREATIONAL SITE

##### NEIGHBORHOOD

##### COMMUNITY

##### REGIONAL OR SPECIALIZED

##### GOLF COURSE-PRIVATE

#### SCHOOL

##### ELEMENTARY

##### JUNIOR HIGH

##### SENIOR HIGH

##### SPECIAL SCHOOL

#### CULTURAL OR HISTORICAL SITE

##### CULTURAL ART CENTER

#### OTHER

##### HOSPITAL

##### CHURCH OR SYNAGOGUE

### CIRCULATION

#### FREEWAY

#### DIVIDED MAJOR HIGHWAY

#### MAJOR HIGHWAY

#### SECONDARY HIGHWAY

#### COLLECTOR STREET

#### LOCAL STREET

#### EQUESTRIAN TRAIL

#### NOTES:

- OPEN SYMBOL INDICATES PROPOSED FACILITY IN GENERALIZED LOCATIONS
- EXCEPT IN THE RESEDA-CENTRAL BUSINESS DISTRICT ALL HIGHWAY ORIENTED COMMERCIAL AREAS ARE SHOWN AS EXISTING IN 1971 AND SHOULD NOT BE EXPANDED
- GROSS ACRES INCLUDING ABUTTING STREETS
- RDE ZONE PERMITS TOWN HOUSES AND APARTMENTS
- HEIGHT LIMIT-3 STORIES
- HEIGHT LIMIT-6 STORIES
- HEIGHT LIMIT-10 STORIES
- THE LAND USES INDICATED FOR THE VAN NUYS AIRPORT ARE EXPLAINED AS FOLLOWS:
  - RUNWAY AREA  
NAVIGATION AIDS, AIRCRAFT MANEUVERING, LANDING AND TAKE OFF
  - SERVICE AREA  
MAINTENANCE SHOPS, HANGARS, AIRCRAFT FUELING, TIE DOWN AREAS, OFFICES, AUTOMOBILE PARKING, INDUSTRY & COMMERCE, NAVIGATION AIDS, AIRCRAFT PERMITTED UNDER POWER
  - HOTEL, RESTAURANT, ACCESSORY, COMMERCIAL USES, AUTOMOBILE PARKING AND ITINERANT AIRCRAFT PARKING
  - AIRPORT BUFFER AREA  
AUTOMOBILE PARKING, STORAGE, OFFICE AND INDUSTRIAL USES, NO AIRCRAFT UNDER POWER
  - APPROACH AREA  
AIRCRAFT APPROACH ZONE, RESERVE FOR RECREATIONAL USES, AGRICULTURE, WITH ASSOCIATED COMMERCIAL ACTIVITIES
  - RESTRICTED COMMERCIAL AND INDUSTRIAL WITH BUFFERING AND ACCESS RESTRICTIONS OR BUFFER AREA





C124887220



**TOM BRADLEY**, mayor

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 Hal Bernson  
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 The Secretary of the City Planning Commission, telephone  
 (213) 485-5071 refer to C.P.C. 22773

APPROVED: CITY PLANNING COMMISSION	6-14-84
ADOPTED : CITY COUNCIL	2-5-85

This plan supercedes the former plan for this community  
 which was adopted by the City Council on July 1, 1974